

THE **AUSTIN** A 40
COUNTRYMAN



An **AUSTIN** *of rural distinction . . .*

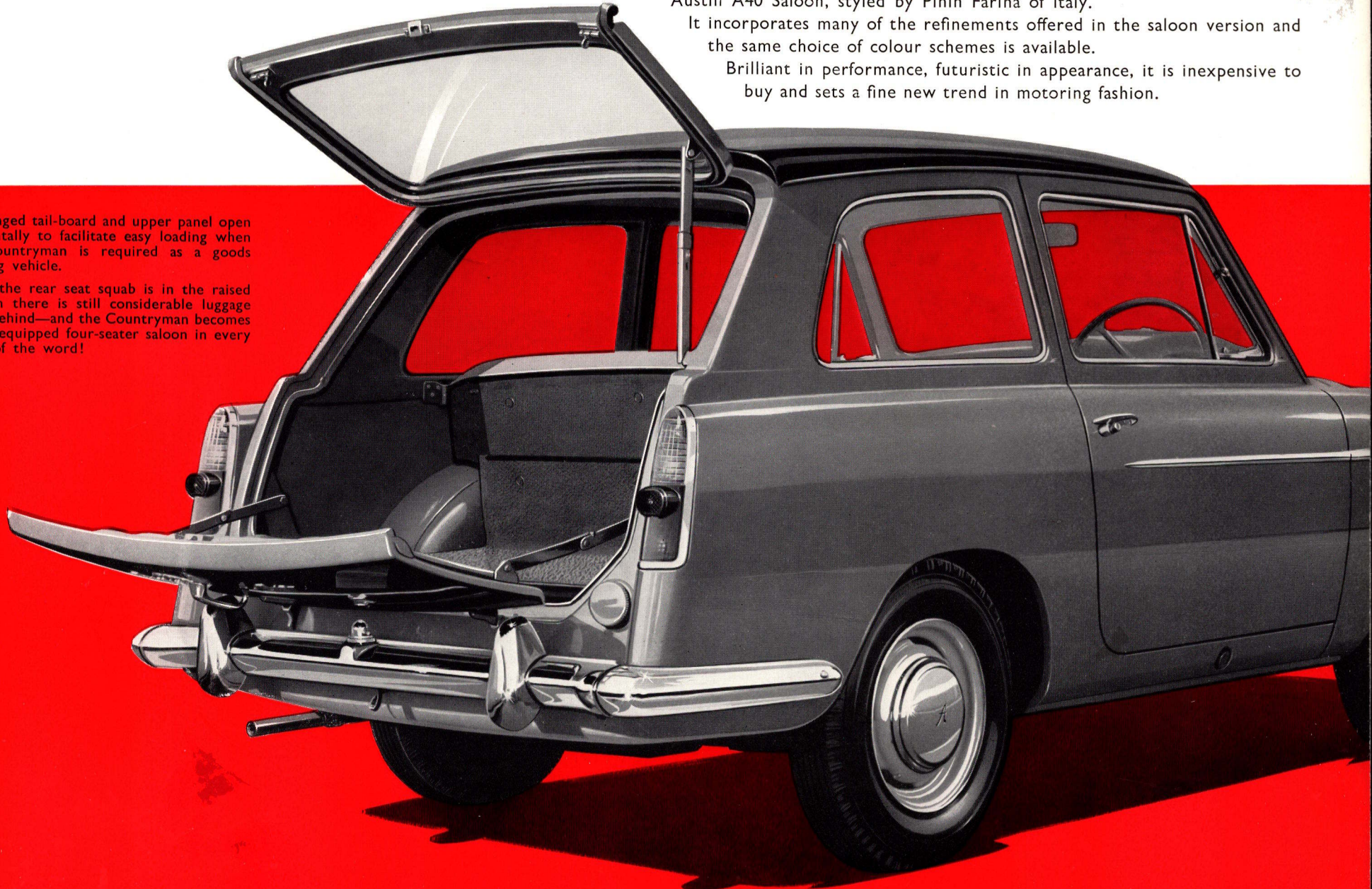
This exciting new dual-purpose vehicle is based on the extremely successful Austin A40 Saloon, styled by Pinin Farina of Italy.

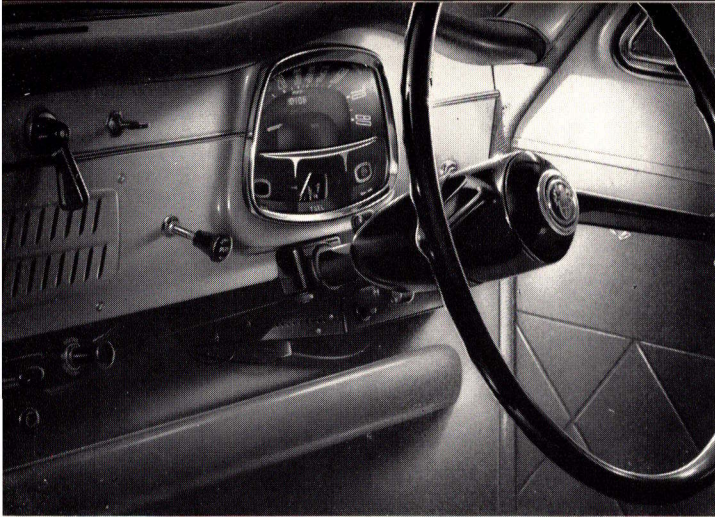
It incorporates many of the refinements offered in the saloon version and the same choice of colour schemes is available.

Brilliant in performance, futuristic in appearance, it is inexpensive to buy and sets a fine new trend in motoring fashion.

The hinged tail-board and upper panel open horizontally to facilitate easy loading when the Countryman is required as a goods carrying vehicle.

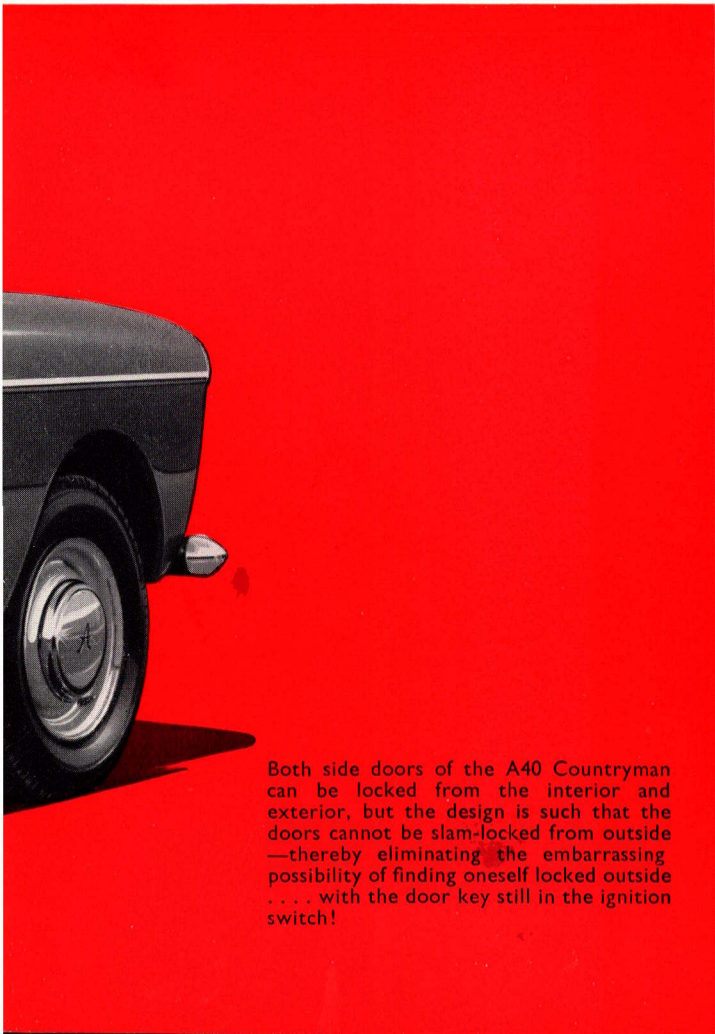
When the rear seat squab is in the raised position there is still considerable luggage space behind—and the Countryman becomes a fully equipped four-seater saloon in every sense of the word!



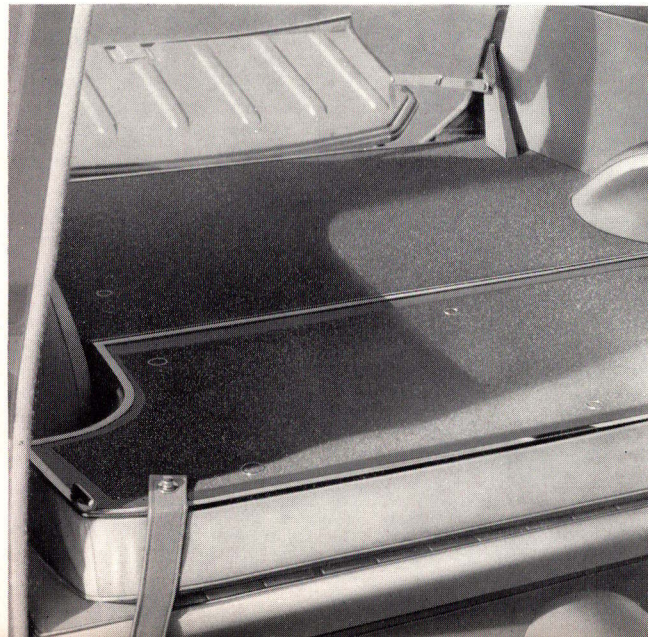


All you need to know contained in one single instrument unit placed immediately in front of you! Warning lights, speedometer and fuel gauge are easy to read through the two-spoke steering wheel and the rest of the hand and pendant pedal controls are comfortably positioned within easy reach. The fascia top is trimmed in black vinyl treated fabric to reduce screen reflections and an ashtray is centrally placed for the use of the front occupants. There is a closed glove compartment on the passenger's side of the fascia and a full-width parcel shelf runs beneath.

The spare wheel is housed beneath the hinged floor of the luggage compartment, which, together with the back of the rear seat squab, is completely covered with a rubber mat. The two front seats are both independently adjustable and tilt forward to provide easy access to the rear in either goods or passenger carrying condition. All doors, including the rear tail-board and upper panel, are sealed against the entry of dust and draught.



Both side doors of the A40 Countryman can be locked from the interior and exterior, but the design is such that the doors cannot be slam-locked from outside—thereby eliminating the embarrassing possibility of finding oneself locked outside . . . with the door key still in the ignition switch!



The front seats and squabs are upholstered with rubberised hair supported by resilient webbing and the rear seat cushion and squab have spring cases, and when folded forward the squab is retained by strong quick-release straps.

The interior trim, including the headlining and seats, is completed in vinyl treated fabric.

Visibility all round is excellent—there is no difficulty in manoeuvring the A40 Countryman, however restricted the space may be. The wide backlight and wrap-around windscreen give clear vision ahead and behind, but in the event of any goods being carried in the rear which may impede the backward view, an exterior mirror is fitted on each wing.

SPECIFICATION

MECHANICAL:

Clutch: Single dry plate 6½ in. (15.88 cm.) diameter. Hydraulically operated by pendant pedal.

Gearbox: Four-speed, synchromesh on second, third and top speeds. Ratios—first 3.628; second 2.374; third 1.412; top 1.00; reverse 4.664 to 1. Remote control gear lever centrally mounted on floor. Oil capacity approximately 2½ pints (1.33 litres).

Propeller Shaft: Open with needle roller bearing universal joints. Sliding splines in gearbox.

Rear Axle: Hypoid, three-quarter floating, banjo type. Ratio 4.55 to 1 (9/41). Oil capacity approximately 1½ pints (1 litre).

Overall Gear Ratios: First 16.51, second 10.80, third 6.43, top 4.55, reverse 21.22 to 1.

Road Speeds at 1,000 r.p.m.: First 4.08 m.p.h., second 6.23 m.p.h., third 10.47 m.p.h., top 14.78 m.p.h.

Steering: Cam and peg with ratio of 12 : 1. Two spoke 16½ in. (0.43 m.) diameter steering wheel. Track (front 3 ft. 11½ in. (1.21 m.), track (rear) 3 ft. 11 in. (1.19 m.). Turning circle approximately 35 ft. 0 in. (10.67 m.).

Suspension: Front—Independent with wishbones and coil springs. Rear—semi-elliptic, rubber bushed leaf springs. Lever type hydraulic shock absorbers front and rear.

Brakes: Foot—pendant pedal operating two-leading-shoe hydraulic on front, hydro-mechanical on rear. Hand—centre pull-up lever operating on rear wheels through compensator. Front—diameter 8 in. × 1½ in. wide, rear—diameter 7 in. × 1½ in. wide.

Road Wheels: 13 in. × 3½ in. pressed steel ventilated disc, with four nut fixing, fitted with 5-60—13 four-ply tubeless tyres.

ELECTRICAL: 12-volt, 38 amp/hr. capacity battery at 10 hour rate (43 amp/hr. at 20 hour rate). Double dipping headlamps (to suit any Export requirements), with hand operated dip-switch on steering column. Side-lamps combined with front amber flashers. Twin stop/tail lamps with red reflectors and separate amber flashers combined in one unit. Rear number plate lamp. Twin windscreen wipers. Single wind-tone horn. Combined ignition and starter switch. Interior lamp with switch, also operated by opening front doors.

INSTRUMENTS: Single instrument cluster includes speedometer with total mileage recorder, petrol gauge, warning lamps to indicate no dynamo charge, low oil pressure and headlamp high beam position and flashing warning lamp to show indicators working. Concealed instrument illumination.

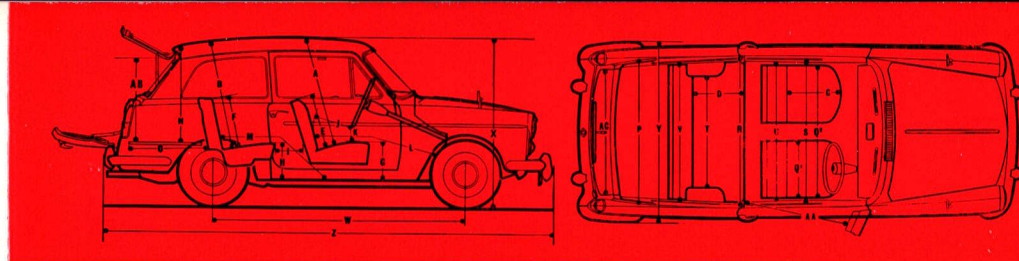
BODYWORK: Dual-purpose, two-door, four-light, four-seater of all-steel unitary construction. Side doors are hung on concealed hinges at forward edges, push button exterior handles fitted with private locks. Each door has swivelling ventilating louvre and balanced type toughened glass windows. Wide curved backlight and wrap-around windscreen of toughened glass. Stainless mountings along doors and front wings and chrome bumpers fitted front and rear. Adjustable front seats tilt forward to give easy access to rear. Squab of rear seat folds forward, and extension flap hinged at forward edge of luggage platform automatically drops down to complete a loading floor from rear of vehicle to forward edge of folded squab, entirely covered by rubber mat. Spare wheel stowed beneath hinged luggage platform. Rear tail-board hinged at its lower edge has locking handle, and upper panel containing curved rear window is hinged to roof at its top edge. Entire interior trim in vinyl treated fabric including top surface and crash roll of fascia. Full width parcel shelf runs beneath fascia which has recessed ashtray in top surface and closed glove box on passenger's side. Provision for heater/demister or fresh air unit and radio to be built-in if required. Bonnet lock controlled from inside car. Sun visor, interior and two exterior driving mirrors for driver. Entire floor covered with rubber mat. Available colours: Farina Grey with Red, or Blue, or Tan trim; Tartan Red with Black Trim; Horizon Blue with Blue trim; Sutherland Green with Grey trim; Ocean Blue with Grey trim; Black with Red, or Blue, or Grey, or Tan trim.

Optional Extras: Stainless window surrounds and opening quarter lights. Radio. Heater or fresh air system. Windscreen washer. Bumper overriders. Passenger's sun visor. 6-ply rated tyres. Whitewall tyres.

Export Availability: Optional equipment at extra cost additional to above list—laminated windscreen. Optional equipment at no extra cost—left- or right-hand steering, metal panelled quarter lights, oil bath air cleaner, lighting and flasher equipment to meet requirements of different countries.

THE AUSTIN MOTOR COMPANY LIMITED
AUSTIN MOTOR EXPORT CORPORATION LIMITED

LONGBRIDGE · BIRMINGHAM · ENGLAND



LEADING DIMENSIONS

| | | | | | | | | | | | |
|---------------------------------|-----------------------------------|-----------------------------------|--------------------------|------------------------------------|-----------------------------------|-----------------------------------|------------------------------------|---------------------------|---------------------------|---|-----------------------------|
| AA 3' 0" (0.91 m.) | AB 2' 4½" (0.72 m.) | AC 3' 4" (1.02 m.) | A 3' 1½" (0.95 m.) | B 2' 10½" (0.88 m.) | C 1' 5½" (0.44 m.) | D 1' 5½" (0.44 m.) | E 1' 6¾" (0.48 m.) | F 1' 7" (0.48 m.) | G 1' 1½" (0.34 m.) | H 1' 2" (0.36 m.) | I (min.) 7" (0.18 m.) |
| I (max.) 11" (0.28 m.) | J (min.) 1' 0" (0.30 m.) | J (max.) 1' 4" (0.41 m.) | K 6" (0.15 m.) | L (min.) 3' 4½" (1.03 m.) | L (max.) 3' 9" (1.14 m.) | M (min.) 3' 3" (0.99 m.) | M (max.) 3' 4½" (1.03 m.) | N 2' 10" (0.86 m.) | O 1' 11½" (0.60 m.) | P 3' 11½" (1.21 m.) | Q1 1' 7½" (0.50 m.) |
| Q2 3' 9" (1.14 m.) | R 4' 0½" (1.23 m.) | S 4' 1½" (1.25 m.) | T 3' 1" (0.94 m.) | U 3' 9¾" (1.16 m.) | V 3' 9½" (1.15 m.) | W 6' 11½" (2.12 m.) | X 4' 9½" (1.45 m.) | Y 4' 11¾" (1.51 m.) | Z 12' 2" (3.71 m.) | Approx. Weight 15½ cwt. (775 kg.) Ground Clearance 6¾" (0.17 m.) | |

ENGINE: In-line 4-cylinder, O.H.V., three bearing counterbalanced crankshaft. Bore 2.478 in. (62.9 mm.). Stroke 3 in. (76.2 mm.). Cubic capacity 57.82 cu. in. (948 c.c.). Maximum b.h.p. 34 at 4,750 r.p.m. Maximum torque 50 lb.ft. at 2,000 r.p.m. Compression ratio 8.3 : 1 (7.2 : 1 is available if required).

Fuel System: Zenith downdraught carburetter. A.C. mechanical petrol pump. Oil wetted air cleaner (oil bath for Export). Tank capacity 6 gallons (27.28 litres).

Lubrication System: Full pressure feed, wet sump. Gear or vane type pump driven from camshaft. Full-flow external oil filter with renewable element. Sump capacity 6 pints (3.41 litres) plus 1 pint (0.57 litre) for filter.

Ignition System: Coil and distributor with auto and vacuum control.

Cooling System: Pressurised radiator with pump, fan and thermostat. Capacity approximately 8½ pints (4.83 litres).

The goods manufactured by The Austin Motor Company Limited are supplied with an express Warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute, or otherwise.

PRICES.—The Company reserves the right to vary the list prices at any time.

SPECIFICATION.—The Company reserves the right on the sale of any vehicle to make before delivery without notice any alteration to or departure from the specification, design or equipment detailed in this publication. Such alterations are likely to occur at any time.

